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February 3, 2026

**TESTIMONY OF THE POLICING PROJECT AT NYU SCHOOL OF LAW
TO THE JOINT LEGISLATIVE BUDGET COMMITTEE – TRANSPORTATION
IN SUPPORT OF S.4045**

Dear Chair Cooney; Ranking Member Oberacker; and committee members:

The Policing Project is an organization dedicated to ensuring democratic accountability in policing by giving communities and their elected representatives a voice in how law enforcement agencies operate.

We have done significant work to advance traffic safety, including collaborating with policymakers on legislation to more effectively use law enforcement resources when enforcing traffic violations. One approach we endorse is a bill that reprioritizes what offenses law enforcement focuses on, emphasizing those offenses most closely associated with crashes—such as speeding—rather than minor equipment issues with little connection to roadway safety. Another facet of improving traffic safety enforcement is smart utilization of innovative technologies that prevent dangerous driving behaviors, reducing the need for enforcement and the accompanying harms.

Jurisdictions around the country have grappled with the challenge of preventing speeding, including the thorny problem of individuals who receive multiple violations without changing their driving. Research shows that speeding is [not always a conscious choice](#), and is shaped by many factors, including the design of roads and weather. Intelligent Speed Assistance (ISA) technology is a [proven solution](#) to prevent speeding before it happens, [currently standard](#) in all new vehicles sold in Europe. [Virginia](#) and [Washington](#) recently became the first states in the country to require ISA devices that prevent speeding to be installed after-market in the cars of drivers with multiple serious speeding violations.

After a [successful ISA pilot program](#) in New York City which resulted in 99% adherence to speed limits and a 36% reduction in hard braking, [New York State](#) is considering a similar measure. We applaud New York for its leadership in ensuring safe roads for all through the implementation of a technological solution that prevents dangerous driving before it happens, rather than responding to it after the fact.

A major critique of ISA, when it has been considered in other jurisdictions, is its cost to users. Alcohol interlock devices have similar price constraints and some research indicates that their [cost can make them inaccessible](#) to people who need them. But S.4045 avoids this problem by allowing for flexibility in payment for those who cannot afford the monthly fees. This [thoughtful approach](#) will allow this program to better achieve its goals.

Measures such as [S.4045](#), in concert with legislation that rethinks traffic enforcement priorities, will lead to better traffic safety for all. We are glad to see the support for this program in the 2027 Executive Budget and encourage this Committee to support this inclusion in the budget.